Fair and colder tonight

VOL. 45.-NO. 44.

WELCOME FOR BATTLESHIPS *AT NORFOLK

Enthusiastic Greeting Prepared for World Girdling Fleet on Monday,

Largest Fleet of Vessels Ever Assembled in Roads is Scheduled.

Battleships Are Expected to Pass the Capes at 11 a. m. -Will Pass in Review by President's Yacht and Fire Salute of 21 Guns-Visits of Ceremony to Follow—Hotels Are Already Crowded With Visitors.

(Special from United Press.) Old Point Comfort, Va., Feb. 20 .-When Admiral Sperry's ten miles of warships steam into Hampton Roads, Monday morning, after the aroundthe-world voyage, and boom their salutes to the President of the United States, a fleet of vessels almost as large as the ships themselves will fall in behind them. Never in the history J. B. Klein. of this famous naval playground has so many ships assembled at one time as the scheduled for Monday.

One steamer will bring more than a ernment dispatch boat Dolphin will Old Point Comfort and Newport News court. A decree was granted for de-Bre overflowing today and by Monday sertion. will not have a corner wherein to place a transient guest. The Congressional party as well as the army and navy contingent and official set from Washington are planning breakfasts, luncheons and dinners on land as well as on water, to give variety to the event.

Commander George of the Dixie, who has been appointed harbor master for left home in July, 1905. Nichols was in the day, will exercise strict control over the area traversed by the fleet later worked at the Graphophone Co and the President's yacht Mayflower, He got up one morning and told his and every precaution will be taken to wife that he would have to leave the wold interference with the parade and city as he had forged the name of a injury from collision.

The excursion fleet will not be peritted to enter between the lines or between the ships of the fleet, and not until after the esident has visited duck, who ran away with Florence B the four flagships of the fleet and his Raynor to Long Island, in August 1901 wacht has started for home at 5 p. m. when he was but 18 and Florence, but lowed to enter the channel. Admiral After the marriage they boarded for a

After passing in review in single rolumn formation by the President's Stratford. The child died and a second yacht which each will salute with 21 arrived. The wife left her husband nold's escort, will proceed into the the baby was ill. He provailed on his John H. Starin of the Starin Trans-Roads and anchor in double column. young wife to come back, which she Admirals Sperry and Arnold, the ad- did, but only remained one night, sleepmerals of the divisions, and all the ing with the baby; but in the mornfleet captains will then visit the May- ing she arose and said "I won't be lower personally to pay their respects tied down for a baby or anything

will accompany Sperry to the flagship mother and nursed back to health. Connecticut and then to the Georgia, Since then he has often met his wife lost, nor was a mortal injured. Furi- finging about the laundrywoman's the Louisiana and the Wisconsin, at band concerts, but she laughed at ously raged a storm, the like of which clothespins. nips respectively of the second. third and fourth divisions of the fleet. turn. The decree was granted and the On each of these vessels he will custody of the child given to the plainmake a brief address to the officers tiff. and men. The other ships of the fleet will send details of officers and men caused the differences between Charto their respective flagships to hear les O. Werwin of Stratford, and his

Hampton Roads and says in part: marked with the most cordial hos-

suggests, the achievent justifies, and cree was given for desertion. the personnel has so fully shown. The long voyage."

KING ALFONSO

Held Him Back From Trial of Wright Aero-

had promised his mother and the Spanish court not to attempt an aeroplane flight, prevented King Alphonso SWINDLER POSES Wright. Alphonso got into Wright's machine while the noted aviator exhibited great interest. He frankly ad- Business plained its workings. Alphonso exmitted that nothing would give him more pleasure than to give the word to sail away with Wright but his

pledge prevented. After Alphonso stepped from the aeroplane Wright made a beautiful flight in which all the known aerial

maneouvers were executed. A tremendous crowd was present. In a conference with Hart O. Berg, manager of the Wright brothers, Alphonso expressed his interest in aerial naviga- leymen's Union, this city, sent out a he saw it. It can thus be imagined elements, Harbormaster Morris stumtion. He said his visit to the Wright warning to-day, to look out for an immachine was for the purpose of being poster who is collecting funds upon the better informed in future discussion poster who is collecting funds upon the with the army council.

LINER IN COLLISION. (Special from United Press.) to be dry-docked, was in collision with swell it by soliciting public subscrip- and crew to get rid of, he notified the a tramp freighter south of Liberty Light in the upper bay to-day. Both

Mr. Welfe said this morning: "It is for the nearest port. To the best of for the nearest port. To the best of

BRIDGEPORT, CONN., SATURDAY, FEB. 20, 1909.

STEAMER JOHN H. STARIN, ALEAK, FIRES OUT AND HELPLESS, GOES UPON BREAKWATER BADLY WRECKED

MARRIAGE WAS FAILURE QUITE FOR THESE ONES

Husband of Mrs. Cartlidge Married Three and is Twice Divorced

Bigamy Did Not Appall Him -Child Wife Ran Away to Get Married, But Baby-Nichols a Wanderer-Dunning a Poor Pro-

Six divorces were granted yesterday, by Judge Gager in the Civil Superior Court, all of the parties concerned being local petitioners. Three of the cases were in the hands of Attorney

Carrie Cartlidge of this city married William Cartlidge in Ontario in 1888. He deserted her in 1902. She learned that he was married to another in hundred members of Congress with Columbus Ohio, whom he afterward their families and friends. The gov- deserted to marry a third time and Cartilidge same to this city in 1904 the Senate and House. The big steamers of the Washington-Norfolk line Downer & Hawes Co. The Ohio wife have sold out every space in state- heard of Mrs. Cartlidge and wrote here rooms and parlors and the Chesapeake inquiring about Cartlidge. On the th of the first Mrs. Cartlidge excursion trains to Norfolk to accom- letter the Ohio woman obtained a modate those who are unable to make divorce. The evidence of the Ohio the journey by water. The hotels of proceedings settled the matter with

Emma Nichols, a local dressmaker, was freed from Leon B. Nichols, of parts unknown. Charles B. Nichols. father of the defendant, testified that he had heard from his son once in a while. In his last letter the son said he going to South America. The couple were married Oct. 17, 1900, and Nichols the drug business with his brother and Mr. Plummer and would be arrested.

The decree was granted for desertion. The evils of runaway marriage were aired in the case of James B. Cradwill any of the outside boats be al- 15, although he thought she was 18. perry's ships are expected to make short time and then went to housepearance between Capes Henry keeping. At this work she balked, and after her first child was born she went to the home of a friend in the fleet, led by Admiral Ar- for a second time in July, 1905, when She never came back. The

Following this visit the President child was taken to the home of his him when he pleaded for her to re- few seafaring men have experienced in

wife, Agnes. The couple were mar- ter, shows in the hull, while on the was when he was awakened by the Washington, Feb. 20.—The army and ried in July, 1900, in New York. They port side, just aft of the forward bow, crash on the rocks. His story of what navy Register to-day prints an editor- lived happily together for two years extending almost to amidship, the then occurred as related to a Farmer lal regarding the arrival of the fleet at when the wife packed her trunk and main deck is rent and torn. The reporter follows: vamoosed. She was located and coax- paddle wheels, for the ship is not of at the close of its circumnavigation again after attempting to put their The great rudder, together with the cruise which began at the same place furniture in storage. She came back, rest of the steering apparatus, is twistin December, 1907. The cruise has been and in July last warned her husband ed beyond recognition; for all the be free and was going away. The frequently in an out of the way place The welcome to the Atlantic fleet, husband has met her several times in a ship yard. officers and its men should possess since then, but his pleading for her to Luckily, the Starin has not been in

and the custody of the child given to

the wife. Annie Kavecsansky of this city, was granted a decree of separation from determine. It has been definitely as- ily throughout. Mike Kavecsansky for desertion, which certained that there were three men in

married in the old country in 1900. AS TROLLEYMAN

Agent Warns Fund.

Mr. Wolfe has not secured a satisfactory description of the fellow, but factory description of the fellow, but Mr. Wolfe has not secured a satis- side. the story he tells is that the sick bene- and that after he found the craft was New York, Feb. 20,—The Clyde liner fit fund maintained by the Trolleymen taking in more water than it was postaral above while en route to Erie Basin is low, and that they have decided to sible for the combined energy of ship is low, and that they have decided to

vessels are anchored off the light with true that the union has a sick benefit his recollection the craft struck the not believed their injuries are serious. by the efforts of the members. We time she headed to.

Vessel is Valued at \$350,000, and Wrecking Company Doubts if She Can be Saved=Officers and Crew. With One Woman, Number 21 and Are Rescued.

Wouldn't Take Care of Captain Van Pelt Says that Catastrophe Was Result of Leak-Vessel Took So Much Water Her Fires Were Extinguished, So That Helm Was Useless-Heavy Cargo, Afloat and Awash, Can Be partly Salvaged-Captain Saw Light, Others Didn't.

STORY OF THE WRECK TOLD IN

Passenger Steamer John H. Starin, valued at \$350,000, bound from New Haven for New York. sprung a leak off Stratford and was wrecked on the Steeplechase island breakwater, where she now lies fast in seven feet of water pressed down by glant

Crew of 20 men and one guest rescued without difficulty. Only woman aboard, the colored stewardess, taken to hospital suffering from exposure. A waiter named Thomas, also at hospital suffering from exhaustion. No los of life or injury to limb of

Doubt if ship can be saved. Present damage is \$40,000, covered by insurance.

Cause of disaster: Ship sprung a leak at sea and inflow of water extinguished fires, making it impossible for navigator to con-

Part of cargo washed away by high seas. Most of it subsequently recovered. Teriffic wind and rain storm

raging when vessel

aground. Helpless as an abandoned babe, her huge bulk tossing about at every whim of wind and tide, the steamer portation Company, plying between New York and New Haven, was wreck-

ed last night on the breakwater that Steeplechase Island. Not a life was

place she has been living since. The chief engineer was taken off in safewife claims that her husband never ty. The Boynton woman was rowed Solemn Promise supported her and that in five years ashore by the crew and, as she sufferall she received from him was \$15. ed from chill and exposure, she was The decree was granted for desertion taken to the Bridgeport, hospital, pneumonia being feared.

Pau. Feb. 20.—Only the fact that he occurred in 1905. The couple were the pilot house at the time the vessel a light at the end of the rocks the pireported at first that there was no were no boats that could be utilized.

there been sufficient depth, the vessel would have gone down and a loss of life would have been inevitable. As it is there is a fair chance of saving lt, though it will be some days before the vessel can be hauled off. Another such storm as that of last night, however, would probably reduce the disabled sea traveler to kindling wood. The task of freeing her from where she is imprisoned is one that will task the ingenuity of the wreckers' crew, who are momentarily expected. It may be found necessary to dig a channel from the outer harbor, half a mile inland, deep enough to float her. High water last night was at 10:31

The gale which had been blowing for upwards of an hour increased in fury until it reached the force of a hurricane. The cut-ups of the weather, heightened by a seemingly concerted effort upon the part of the four winds of the earth to tumble the sea into a chaos of deviltry, seemed intent upon having the Starin folk for the midnight lunch of the habitutes of Davy Jones' locker. Hardy old veteran of the sea that he is, Capt. Van Pelt today conceded that in all his days and these include his nights, he never dreamed such a night could be begot by the goddess of evil. Bleaker winds he has known; seas of a more tumultous nature he has laughed defiance at; torrential downpours of chilling waters vaster in volume he faced before; but the mixture of these elements surcharged with such a terrific fury of the seas hereabouts he knows naught

Said Capt. Van Pelt to a Farmer reporter, before daybreak today: "You writin' fellers kin say any darn thing you like bout that spell of weather yistidy night, but you won't never know what it looked like, no-

Once the ship crashed onto the rocks it was pinioned for the wind and tide was in the right direction to render futile all efforts of crew to release it. It was as helpless as a rat in a trap. Churning seas flung themselves across its partly dismembered superstructure carrying everything before them. Box away, the tumbling of the vessel, durwinds its stony way far out into the ing her wild and uncontrollable jour-Sound from the southeastern point of ney towards the rocks, tossing the freighted contents about with the abandon of a child who delights in

As the hour was not late, it lacking these parts. Panting like a thing of was discovered to be a dangerous one, a quarter of 11 o'clock when the leak life, the good ship to-day lies upon most of the crew were about. The A running away habit was what its bed of rock mortally injured. A one exception was the purser Joseph great, gaping hole, irregular and sinis- Mirian, of New Haven. He was asleep and the first he knew of the accident

"When we struck the rocks," he said, "The Atlantic fleet will be reviewed ed back and everything was smooth the modern twin screw construction, "the jar threw me out of my bunk and by the President of the United States sailing for a time, when the wife left are a mass of jangled and bent iron. just as I got to my feet I was thrown again. I was not fully undressed and, conscious that we had met with a mishap, I grabbed part of my attire that she was tired of the drudgery of world it looks like a congested mass and jumped headforemost through the men landed by the crew of the Mcpitality at every port visited by the married life and that she wanted to of junk tailings that one finds not in- window leading to the main deck. As I did so I heard the captain giving orders to lower the boats. There was not a light left burning on the ship all the enthusiasm which the event return home was in vain. The de- the passenger trade for the past two and the darkness was intense. Added months and her human cargo, when to this the wind blew furiously and Edith Dunning of this city, married she left New Haven at 9:30 last night, it seemed that the rain would never American people are certain to be Frederick Dunning in March, 1900, but consisted of her crew of 20 men and stop. We set to work to lowering the

proud of the navy the splendid effici- the husband was a poor provider, the one other man, a guest of the ship's boats. It was an awful task, for the ency of which was demonstrated in the couple getting along only in a sort of company. The only woman on the only way we could get them into the a way. In 1905 they went to live in ship was the colored stewardess, Alice water was by lowering them on the East Main street. The rent had be- Boynton of New York. Within a few port side across the rocks. However come long overdue and they were or- minutes after the ship struck the we got them into the water finally so dered out. The wife went to the home rocks, the crew, with the exception of there was no great danger of their WOULD TRY FLIGHT of her mother with her baby, in which the captain, the pilot, the mate and the capsizing. No small boat could live, however on the starboard side. "I did not see any light on the end of the breakwater.'

Both the pilot, and the first mate, as well as the quartermaster said they did not see any light on the breakwa-As to whether the accident was ter as the ship rolled in, but they did avoidable only an investigation will see the lighthouse flame flicker stead-Beyond admitting that he did not see

lunged on the rocks. These were the lot did not care to make a statement. captain, the pilot and the quartermas- In the opinion of local seafaring men Who had the wheel at the mo- the Starin must have been at least the rough rocks of the breakwater for Hart and Prosecutor McCarn. After ment of the crash only these know, and two miles off her course when she they are not telling. There is good in- headed for this port. How she came sel. The waves broke over the little a report was circulated that Duncan Peter Hron. 1216 Stratford Ave. formation that the pilot, than whom to be in such a position is not defin- party several times, but the purser Cooper, the actual slayer of Carmack none more able navigates the Sound itely known. Most of the members was able to deliver his message to the had "escaped." Later, however, Judge Wolfe was temporarily relieved of the wheel of the crew roamed about the city af-Public Against and was in the position of a lookout ter gathering their effects. They are within the pilot house. Captain Van waiting to hear some decisive word believed to the office of a physician to have an X-Ray examination of his Pelt frankly says that the ship went from their employers. They were Drenched to the skin and with their wounded shoulder. If the bullet there Man Claiming Right to on the rocks because he lost control compelled to trundle their way with teeth chattering the harbormaster, the can be extracted it will be one of the of it. He thought he was making for their effects in grips and improvised purser and the reporter retraced their exhibits. The bullet came from Car-Collect for Sick Benefit of it. He thought he was making for their effects in grips and improvised steps through Steeplechase Island and the mouth of the local harbor, being packages across the sharp edged rocks with little cheer they read ice cream so soon as Robin Cooper returned that form the breakwater for there and cold soda signs tacked about the from the office of the physician where light on the sea end of the breakwater, While hurrying along the rocks at island. Anthony Wolfe, who is financial sec- but Captain Van Pelt admitted that Steeplechase, about 3 this morning retary and business agent of the Trol- the light was burning there and that carrying a lantern and buffeting the Something of Seaman claim that he is an agent of the union. string of rocks on the Southeasterly continued his journey until he reached his destination.

TELLS HIS STORY OF DISASTER

number of tugs standing by and it is number of tugs standing by and it is absolutely supported by the efforts of the members. We by the efforts of the members. We should not think of asking the public true that the union has a sick benefit his recollection the craft struck the fund. But it is absolutely supported the statement by the efforts of the members. We should not think of asking the public the statement that statement the statement the statement the statement the statement that statement the statement PERSONAL MENTION.

The water, he said, poured in so rapselve to help us."

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"The decks of the boat were at an

angle of 45 degrees when the vessel the life boats on the starboard side. On the port side the boats when lowered struck upon the breakwater. I had two boats lowered and the crew launched them without a scratch except for a dent in one of them where a huge roller slammed the boat into the stone work. I launched the boats in order to get the stewardess ashore. She was the only woman aboard." Asked what he thought the chances vere of getting the craft off, the cap- Naugatuck wharf, tain said that it was a question for the wreckers to answer, but he added, "She is worth saving as she was re built eight years ago at Noank. It is nothing against her that she sprang a leak in that sea last night. I have

seen new boats spring leaks." The captain said the crew acted splendidly and as soon as the men got something to eat in town they returned to the wreck to assist him. He was armed with a boat hook and engaged in rescuing floating merchanlise. When a Farmer reporter found the captain he had just hooked in two

cases of .38 calibre Marlin rifles and box or two of hot water bottles. With the Farmer reporter, who made the trip to the breakwater in a small fishing boat was Carl Paddock, representing the Hart Express Co., New Haven who went to ascertain if any of the freight sent by the company was saved, and C. Robert Lynch, U. S. Inspector attached to the War Department's engineering office.

Captain Van Pelt had his breakfast on the breakwater this morning. He said the keeper of the Bridgeport light brought the meal over to him. "The walk her decks on account of her ex-keeper's wife is from Staten Island treme list to starboard. From the where I hail from," said the captain. The keeper of the lighthouse is Captain George Wright.

Aboard the Starin at the time of the wreck were Captain Van Pelt, First Pilot, Thomas O'Brien, Quartermaster Harry Menton, Lookout Andrew Hanson, Mate Alexander Stewart, Watchman Harry Wright, Watchman Martin Mathewson, Purser Joseph Marinan, Chief Engineer Elias Allan, Second Engineer Charles Whiton, Stewardess Alice Boynton, Steward, John Hazleton Waiter James Thompson, four foremen and three deckhands.

How News of Wreck

As soon as the Starin struck Capt. Van Pelt, blew four long blasts, the signal of distress, and followed it with a continual blowing of the whistle. The alarm was first answered by the tug Sarah McWilliams, Capt. James Mc-Donald, which came in here yesterday for harbor. The McWilliams was tied up at the Naugatuck wharf. It did not take McDonald long to get his crew together and get underway. The wind was blowing a hurricane from the southeast and the rain was

falling in torrents. The McWilliams is the queen of the sound, and an ocean going tug. Capt. McDonald located the crippled steamer against the breakwater, and breakwater; but the waves were breaking over her and he found that he could not get near the Starin. He spoke Captain Van Pelt and launching a dory, he sent it to take off the Star-

The dory took off nine men and placed them on the breakwater, where they were rescued by the tug Royal, of this city, in command of Captain Hen- first witness in their own behalf and had run the Royal up under the lee of the breakwater and took off the Williams. He brought them to the city dock, at the foot of Wall street. Harbormaster Charles H. Morris

heard the distress signals while a short distance from his office and made a trip to the wreck aboard the McDon-He learned from Captain Van Pelt that there were no passengers aboard and that there was no assistance that the master of the port could

At three o'clock this morning Puran important telegram from the officers of the company, and the harbormaster, who had been out of bed all night three others of the crew to get the settled back in his chair to tell his message to the grizzled old veteran, story his own way. Van Pelt, who was standing by his The early portion of Colonel Coopship in the gale.

The wind was blowing at such a vesible to get near the breakwater. The the day of the tragedy. boat finally made a landing at Steeple-

The steamer Pequot, of the New England Navigation Co.'s line, arrived

Williams, was hurried in getting un-

les Mason of the barge Blue Band. harbor. We could see the red light It is nothing new for the big jolly on the end of the breakwater and if captain of the Royal to go out from the vessel would have minded the this harbor to rescue vessels in diswheel ten minutes longer we would tress. It will be remembered that have rounded the breakwater and got Capt. Henry Schulthiss was the capthe harbor. The water in her tain of the Florence W., the tug which made it impossible to handle her. No rescued the big lighter, Empire State, one is to blame. It's simply a case and its crew of nine men just as it was of the elements being too much for going on to Penfield Reef to be broken into pieces. A stiff gale was blowing and the big cumbersome dredge snapped the hawser which held it to the struck and it was impossible to launch tug N. R. Randerson. Captain Schulthiss put after the dredge and suc-ceeded in getting alongside of her de-

spite the heavy sea. Captain Schulthiss is known as one carried them over the breakwater and of the nerviest captains along the Sound, and his going out in the little Royal last night proves his mettle. With the wind blowing from the southeast, as it was, the captain said also given the custody of a boy, Raythat it was actually rough weather inside of the breakwater and a heavy sea was running just outside of the

HOW STARIN LOOKS TO EXPERIENCED EYE

sentative of the Farmer, that just as tody of the boy, claiming the mother the boat was south of Steeplechase Island she became unmanagable because of the water that was in her, Stone brought a counter charge which had put out his fires. She was headed for the channel between the two breakwaters.

The wind and seas took her onto the east breakwater. She had swung completely around and struck port first, on the breakwater and then lined her whole length along it, where she

The boat lies headed about E. N. E. in six feet of water at low tide, and board Her starboard side was torn away and the seas piling into her washed

A representative of the Merritt & much of her cargo overboard. Her As one stands on her port side and looks through her, it is like looking down into a well. It is impossible to

> breakwater, at low water, almost all of her port bottom can be seen chew-(Continued on Second Page.)

WITNESS STAND IN OWN TRIAL

Came to Bridgeport Tells in His Own Words Story of the Death of Former Senator

> Carmack. Called as First Witness for Defense Under Provision

Room Crowded.

(Special from United Press.) Nashville, Tenn., Feb. 20 .- Duncan B. Cooper, chief of the defendants ac- building. he headed his boat outside of the cused of the murder of United States Senator Edward Carmack, took the stand in his own defense to-day, soon after the trial was resumed before Judge Hart and a jury.

The law of Tennessee is peculiar in that if a defendant is placed on the stand he or she must be sworn as the Schulthiss. Captain Schulthiss not reserved as the custom is elsewhere, until they had heard all the witnesses. Cooper's story today was the defense's trump card. It was intended to show that the killing of Carmack was not murder but was done i nself-defense and it is the first time since the tragedy that the plea of selfdefense has been offered. By order of Judge Hart when he ar-

rived, all persons who could not get seats were excluded and strict warning was given that there must be no demonstration. As soon as court convened State's Attorney Jeff McCarn ser Marian of the steamer received announced that he had no additional itnesses to call and Chief Counsel for the defense Anderson nodded to Colonel Cooper to take the stand. started in a life boat with purser and took the oath in a clear voice and

er's testimony was devoted to an unimportant part of his career, his lawlocity at this time that it was impos- | yer leading him very gradually up to

Before any substantial progress could chase island and the harbormaster, be made a recess was asked for by Atwith the purser and a representative torney Anderson who explained his of the Farmer, felt their way along reason in a voice audible only to Judge

and cold soda signs tacked about the from the office of the physician where CARD READER .-- Advice on all afthe X-Ray picture was taken he was called to the stand instead of his father. This was believed to be due to the fact that as principal in the shoot-Who Went to Rescue ing. he was believed to be able to tell WANTED.—Railway Mail Clerks, \$800 of the alleged attempt of Carmack to kill Colonel Cooper.

Robin Cooper declared he saw his father on the morning of November 9 here from New York at 11 o'clock, and in his own office. At that time he Capt. Handcart saw that there was a was engaged with a client and Colonel HOT ROAST BEEF for Saturday steamer in distress on the breakwater Cooper left saying he would return and blew her whistle to sound the later. Continuing he said: "When my father came back I received a tele-Captain McDonald, of the Sarah Mc- phone message telling me that a case I was interested in was to come up in derway by the signals of the Pequot. chancellor's court. I was about to go The captain says that the sea was the out when father told me that he was Capt. W. H. Van Pelt, in charge of roughest he had experienced in the afraid that he was going to have trouney of New York, is spending the week persons who have made contributions and with Mr. and Mrs. I. H. Kleban of send of the swindler. The attention of the swindler. The attention of the spending for the company where to the swindler. The attention of the swindler of the

CHILD'S NEED INFLUENCES JUDGE'S DECREE

PRICE ONE CENT.

Gager, in Superior Court, Remarks on Evils of Uncontested Divorce.

Father Demands Charge of Boy Who Was Given tol Mother by Court-Woman Said to Be Drunkard-Mayor of Danbury a Wit-

When Annie R. Stone of Newburg was granted a divorce from William C. Stone of Danbury, in 1905, on the grounds of intolerable cruelty, and was mond, who is now under 14 years of age, Stone admitted, by his non apthat he was guilty of the charge against him. Thus said Judge Gager, yesterday, in the case of William C. Stone, who seeks to obtain a modification of the decree of divorce granted against him in 1905, on the ground of cruelty. The father desires the custo be an improper person to bring him up. At the time of the divorce Mr.

drunkenness, but did not press it. Judge Gager said that he would not change the order of the court for Mr. Stone alone, but the welfare of the boy must be looked after.

Edward Burke, a merchant erty owner, testified that Mrs. Stone was a most undesirable tenant, and that he ordered her out of his house, William C. Gilbert, mayor of Danbury, a shoe dealer, also testified that Mrs. Stone bore a bad character. Capt. David Bradley, chief of the Danbury police, testified that she was one of the doubtful characters of the town Chapman Wrecking Co., arrived here at 11 o'clock and was immediately taespecially when she lived on Keeler ken to the wreck, aboard the tug Roy- ly thrown on the sharp rocks of the Mrs. Stone and had seen a great deal of beer drinking, but no liberties tak-

> Ernest Morris, of Newburg, where Mrs. Stone lives said that he had seen Mrs. Stone within a week and that she appeared to him to be in a bad condition. Judge Gager summed up the testimony of the witnessed and remarked on the evils of uncontested divorces. In view of the reputable witnesses he would grant a modification of the decree of divorce as soon as Attorney Ives had given him proof that Mrs. Stone had been notified of the pending action against her.

CITY COURT CASES

The case of Percy Chatfield, colored, charged with theft, was continued until Feb. 24 in the City court, this morn-

Harry Seltzer, charged with assault, will be tried Feb. 27. Frank Downing and Robert Johnson, charged with stealing a ride on a freight, were fined \$5 and costs each. William Booker, colored, was fined \$5 and costs for the theft of a watch

from Mrs. Smalley. John Tucker, the colored man who created considerable interest at headquarters by his peculiar actions, was sent to the asylum at Middletown for six months, on the recommendation of of Tennesee Law-Court or. F. B. Graucs, who examined him. Judgment was suspended by Judge Foster in the case of Fred Haight, the boy who acknowledged stealing a pocketbook containing \$5 in money from a stenographer in the Taylor

(UNCLASSIFIED.)

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